

TOP SECRET  
OPERATIONAL IMMEDIATE  
PARAPHRASE NOT REQUIRED

DECLASSIFIED BY:  
JCS DECLASSIFICATION BRANCH  
DATE 24 Feb 1982

FROM: USCINCEUR PARIS FRANCE

TO: CJCS WASH DC

NR: EC 9-10169

ALO 255

021710Z MAR 60

NOFORN

FROM GEN NORSTAD

Refs: A. JCS 973139 dtd 29 Feb 60.  
B. EC 9-4281 dtd 13 Aug 59.

1. In ref B I stated that "present military transport requirements to West Berlin can be met satisfactorily by flights under ten thousand feet and this is in fact now being done. Therefore, there is no over-riding military requirement for a change in present practice." I further indicated in ref B that if for particular policy reasons the US Govt considered it desirable to schedule such flights there was a plausible technical or military excuse for such action.

2. Although we do not need to conduct these flights for purely military reasons at this time, from the over-all policy standpoint, I believe that it is desirable to initiate such operations with the Berlin corridor on a routine basis within the near future. Among the new factors bearing on my opinion is the increasing availability of jet aircraft for commercial operations on the Berlin run, of which the French Caravelle is an example. Continued or large-scale use of this type of aircraft below ten thousand feet may prove a block to operating above that level at a later date. Another consideration is the probability that at this time the US, UK, and France can present a united front, which I consider most important. Further, it is reasonable to expect that anticipation of the summit meeting may limit the extremes of Soviet-reaction at this particular time, if the operations are started in the immediate future.

NOTE: 9-4281 NOT IDENTIFIED IN CURRENT FILES; MICROFILM RESEARCH WILL BE RENDERED UPON REQUEST

ACTION: CJCS

DA IN 288689

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